

the first output member traverses, in a fluid-tight way, a through hole of the casing for co-operating with the first safety member. The electric-actuator means also includes a second output member coupled with the second safety member. The second output member traverses, in a fluid-tight way, a further through hole of the casing. The casing defines an area for housing a manual control device of the first output member and an additional electrical control device of the second output member, which provides a function of child safety of the lock.

Please replace the paragraph beginning at page 5, line 11 with the following rewritten paragraph:

-- Figure 9 is a cross-sectional view according to the line IX-IX of Figure 8 top plan view, in partial cross section and at an enlarged scale, of the electric-actuator assembly illustrated in Figure 7;

Please replace the heading beginning at page 6, line 1 with the following rewritten heading:

-- BEST MODE FOR CARRYING OUT THE INVENTION DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

Please replace the paragraph beginning at page 6, line 15 with the following rewritten paragraph:

-- The lock basically comprises: a closing mechanism 3 (Figure 3, dashed line) designed for coupling, in a releasable way, with the lock striker 2 for bringing about closing of the door; a mechanism actuating assembly 4 designed for being connected to manual-control elements associated to the door of the motor vehicle, such as, for example, [[the]] internal and external handles (not illustrated)[[]]] and, designed for interacting with the closing mechanism 3 for controlling release thereof from the lock striker 2; and an electric-actuator assembly 5 for controlling the mechanical actuating assembly 4.

Please replace the paragraph beginning at page 8, line ⁹~~10~~ with the following rewritten paragraph:

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[[said]] the opening lever 30 by interposition of the main safety member 41 set in the enabling configuration for rotating the opening lever 30 about the axis B.

Please replace the paragraph beginning at page 15, line 5 with the following rewritten paragraph:

-- The actuating mechanism 32 comprises: an internal-control lever 55, which can be connected in a known way (not illustrated) to the internal handle of the door and is hinged to the portion 11 of the plate 8 around a pin [[46]] 56 having an axis D orthogonal to the portion 11 and to the axes A, B and C; a transmission lever [[47]] 57, which is hinged to the plate 9 by means of the pin 18, and is actuated by the internal-control lever 55; and an auxiliary safety member 58, which is constrained in a mobile way to the transmission lever [[50]] 57 and is designed to assume selectively an enabling configuration for opening the lock 1 from inside the motor vehicle (internal-safety function deactivated, as illustrated in Figures 1 and 5, where part of the auxiliary safety member 58 is indicated by an internal dashed line), in which the safety member 58 enables transmission of motion by the transmission lever 57 to the opening lever 30, and a disabling configuration for opening of the lock 1 from inside the vehicle (internal-safety function activated, as illustrated in Figures 4 and 5, where part of the auxiliary safety member 58 is without the internal dashed line), in which the auxiliary safety member 58 prevents actuation of the opening lever 30 by means of the transmission lever 57.

Please replace the paragraph beginning at page 16, line ⁸~~9~~ with the following rewritten paragraph: JP 5/30/07

-- The internal-control lever 55 has, starting from a portion, in which it is hinged to the pin [[46]] 56, a first arm 60, which can be connected, at one end, to the internal handle, and a second arm 61, which extends in the direction of the plate 9 and acts via thrust, at one of its ends, on the transmission lever 57.

Please replace the paragraph beginning at page 17, line 20 with the following rewritten paragraph: